

	<h1 style="text-align: center;">PROPWASH</h1> <p>PROPWASH is published for the dissemination of information for and about the members of Chapter 190 of the Experimental Aircraft Association (EAA). President Jeff Spencer, Vice President Charles P. Coze-los, Secretary Bryan Tauchen, Treasurer Jim Harchanko, WebMaster Jeff Spencer.</p>	
EAA Chapter 190	http://eaa190.weebly.com/	November 2011

Photo of the Month:



3M5

Presidents Message:

Jeff Spencer - EAA 687437

Hello Fellow Members!

I don't know about the rest of you but it seems like when working for the government, in my case NASA, it seems like when Fall rolls around there seems to be a push to try to cram more work into less time. Whether it's the beginning of the new fiscal year or the looming end of the calendar year with holidays and vacation time approaching that causes it, I don't know – it just seems like I'm working all the time! Thank goodness flying is one of my hobbies and it allows me to get away, even briefly, from the chaos.

We had a great Chapter meeting in October, one of the best we've had I think this year. We had really good attendance, which included one of our former members that had moved away but has now returned to the Huntsville area – Bob Friend. Unfortunately, Bob had to get rid of his Cessna but perhaps he'll get the bug again now that he's away from the D.C. area. Also joining us was Bob Wilson, who brought some charts on a Dragonfly project that he is planning to purchase. Bob was a former Cherokee 140 pilot who is looking to get back into aviation through purchase of this Dragonfly that was built and flown back in the late 1980's and early 1990's. Chris Madsen also joined us. Chris has been to a few meetings

over the last several months. Chris is building a Sonex. He and Chapter member Wes Conkle went to a Sonex fly-in in Crossville, TN and posted pictures to the Chapter Facebook page. George Martin also joined us. George has been around Moontown quite a bit lately and we're happy to have him. He's jumped right in the last two months and helped a great deal on aircraft parking for our fly-ins and he's also an A&P. We wrapped up the meeting with a program by author and Chapter member Jamie Dodson on noted aviator Wiley Post - the first man to fly solo around the world. Wiley Post was also well known for his pioneering work in high altitude flying, including his design of a high-altitude flying suit.

Our Chapter meeting this month is coming up quickly on November 15th, with our monthly fly-in following on Saturday November 19th. Look on the Chapter website at www.eaa190.weebly.com for more information about the meeting agenda and whether we'll have a program after the meeting or later in the month. Any ideas about programs or projects for the Chapter would be welcome. Email me or George Myers, who is the Program Chairman, if you have some thoughts along those lines. Thanks!

Member Spotlight:

Minutes of Last Meeting:

Bryan Tauchen – EAA #

EAA 190 Chapter Meeting 10/18/2011

The meeting was called to order. Two first time visitors were present – George Martin and Bob Wilson. Mr. Wilson described his Dragonfly project.

The treasurer, Jim Harchanko reported that the October breakfast gross collection was \$608. The chapter's share was \$225. It was reported that 13 young eagles were flown.

George Myers reported that the chapter has applied to host the EAA Ford Trimotor for next year. If it does come here, it would fly out of Madison County Airport.

The main order of business was the after action discussion of the September Fly-in. George Myers reported that we had about 100 aircraft visit during the weekend, about 90 on Saturday and 10 on Sunday. About 198 young eagles were flown during the weekend. Parking worked well during the event. The CAP provided good crowd control. The pilot host worked out well. It was suggested that we attempt to arrange an outside biplane (Travel Air?) for the paid rides. Jeff Spencer recommended more signage. For the banquet, it was suggested that we set up for 75 people rather than 100 people. Charles Cozelos will be writing thank you letters to groups that supported the fly in (Trigreen, MedFlight, CAP, Boy Scouts, etc).

After the business meeting, Jamie Dodson gave a presentation about Wiley Post.

People present: Jamie Dodson, Michael D. Guthrie, Michael J. Guthrie, Paul Jacobs, John Frerichs, Jeff Spencer, George Myers, Andrea Atwood, Jerry Barnett, Charles Cozelos, Joseph Baldauf, Bryan Tauchen.

Treasurers Report:

Jim Harchanko – EAA #

10/01/2011		Beginning Balance		\$6,063.32
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10/11/2011	1042	Jim Harchanko---two fans and power cord		\$39.94	\$6,023.38
10/12/2011	1043	PBS Services---portapots for fly-in		\$150.00	\$5,873.38
10/15/2011		Breakfast	\$608.00		\$6,481.38
10/15/2011	1044	Buckhorn Band---224.99 profit, 158.03 expense		\$383.02	\$6,098.36
10/18/2011	1045	George Myers---projector repair		\$389.99	\$5,708.37
10/21/2011	1046	Jeff Spencer---propane		\$21.96	\$5,686.41
10/21/2011	1047	Harold McMurrans---gas for military display		\$110.00	\$5,576.41
10/31/2011		Ending Balance			\$5,576.41

Safety:

Wes Conkle – EAA 633811

Winter is looming, and I decided to look for a few pointers on flight safety during winter weather. I was (pleasantly) surprised when it cooled to well below freezing and actually snowed on several occasions last winter. I certainly hadn't expected that when I came to Alabama! However, with freezing temperatures comes ice, and ice can present a hazard to the general aviation flyer. While I'm no expert on winter flying, it was pretty easy to come up with a list of pointers for winter flying by way of a quick internet search.

Ice – Ice is the easiest hazard to identify in winter. We all know that ice, snow, and frost can accumulate on the plane, and it is important to ensure flight surfaces are clear of it before flight. Also ensure that control surfaces are able to move freely. In flight, ice can accumulate on the aircraft's exterior, adding weight and changing the aerodynamic shape of the wing. Especially if you fly IFR, keep yourself aware of icing conditions and avoid them if possible. On the tarmac, ice can make even taxiing difficult. It would be expensive as well as embarrassing to slide into a ditch alongside the taxiway. Stopping distance can be increased considerably when the runway is iced over.

Weather – Weather patterns change in winter. Check weather sources to get the latest and most accurate weather reports for the route and destination, as well as divert fields. Don't forget to use Pilot Reports.

Pilot Exposure – The pilot is the most important part of aviation safety. Ensure *your* well-being by dressing appropriately, both for the departure and destination airport. Consider what you would need to survive if faced with a forced landing during the flight. It may be wise to bring a survival bag. Since you will be using the heater, probably for the first time since last winter, make sure you check for Carbon Monoxide leaks. CO detectors are inexpensive and should be periodically replaced (per the manufacturer's instructions).

Fuel – With large changes in temperature, condensation in the fuel tanks becomes an increasing risk. Don't forget to check the sumps for water, and if possible, keep the fuel topped off to minimize the air volume inside the fuel tanks.

Performance – Don't be tempted to load the aircraft heavier just because it flies better in the cold air. Don't forget that the gross weight restriction is based on structural stresses and are unaffected by changes in temperature.

I found good information for this article on iflyamerica.org and the FAA website, as well as the FAA's Pilot's Handbook of Aeronautical Knowledge.

Enjoy the cold winter air, and fly safe!

Young Eagles:

Aaron Wypyszynski – EAA #

Flight Advisors NotePad:

George Martin – EAA #

3M5 NOTAMs:

Jerry Barnett – EAA #

Every Saturday Moontown has a Buffet Lunch at noon; Donations accepted.

Thoughts:

Jamie Dodson – EAA #

Paro Airport (IATA)

The airport is located 6 km (3.7 mi) from Paro in a deep valley on the bank of the Paro river at an elevation of 7,300 ft (2,200 m).

With surrounding peaks as high as 18,000 ft (5,500 m) it is considered one of the world's most challenging airports, and as of October 2009, only eight pilots in the world are certified to land at the airport only and are restricted to daylight hours from sunrise to sunset.

The airport has a single strip, asphalt runway which is 6,445 feet (1,964 m) in length.

Druk Air http://en.wikipedia.org/wiki/Druk_Air is the national flag carrier airline of Bhutan <http://en.wikipedia.org/wiki/Bhutan> and has its base at Paro Airport.

<http://youtu.be/YsZqN-uEgQU>

Editors Note: Normally I wouldn't insert my opinions in another's article, however, after watching the video. – Oh NO! No way! You gotta be kidding! Aint gonna happen!!! NOT ME!

Next Generation of Pilots:

Hannah Brock – EAA 1018039

Flying lessons. First thing I wanted to say is that you have to have a checklist. I have one and my Παππος helps me as I read everything on it and do what it says. He doesn't let me skip anything on the checklist. Some things are too hard for me to reach and that's where he helps me, like getting the oil out of the engine. The one thing I don't like about the pre-flight is when I have to smell the gas in the little tube to make sure it's not water.

I look forward to my lesson each month at the breakfast. It's so much fun to be able to do it and my brothers can't. I like to start the airplane. I look forward to when I can take the plane up in the air a little and then learn to go get it in the air farther and higher. Maybe you will want to take flying-lessons. Before you do that, if you want to, you can get a plane ride. It's so much fun, I like going up more than the going down.

I hope you will come see us on the 3rd Saturday. Maybe you can get a plane ride, but we always have a good breakfast and have a meeting.

Projects Update:

Jim Harchanko
Bob Wilson

RV
Dragonfly

www.flickr.com/photos/rvflyer03/sets/
www.hiwaay.net/nbzwilson/dragonfly/dragonfly.html

Calendar of Events:

Nov 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 10	1800hrs	Chapter Meeting & Christmas Party	http://eaa190.weebly.com/
Dec 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jan 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jan 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 27-Apr 1		Sun n'Fun – Lakeland FL	http://sun-n-fun.org/
Apr 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
May 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
June 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
June 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
July 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
July 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
July 23-29		Oshkosh – AirVenture - 2012	http://airventure.org
Aug 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Sept 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sept 15-16		Annual Moontown Grass Field Fly-In	http://moontownairport.com/
Oct 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 20	0730hrs	<i>Fly-In Breakfast at Moontown</i>	http://eaa190.weebly.com/
Nov 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
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Joke of the Month:

WHY I WANT TO BE A PILOT

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school. They just have to learn to read numbers so they can read their instruments.

I guess they should be able to read a road map, too.

Pilots should be brave to they won't get scared it it's foggy and they can't see, or if a wing or motor falls off.

Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.

— purported to have been written by a fifth grade student at Jefferson School, Beaufort, SC. It was first published in the South Carolina Aviation News.

Arguing with a pilot is like wrestling with a pig in the mud, after a while you begin to think the pig likes it.

— Seen on a General Dynamics bulletin board.

It was Mark Twain who said, "Never try and teach a pig to sing. It's a waste of your time, and it annoys the pig."

It doesn't do any good to stand on the airplane's brakes when you're already on your back!

— Rex Thorp

Nothing said I had to crash.

— R.A. Bob Hoover, after hitting a telephone wire and losing two feet of wing in his P-51

In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa.
— Kurt Wien

Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?
— Anon

I know, but this guy doing the flying has no airline experience at all. He's a menace to himself and everything else in the air. ... Yes, birds too.
— *Air Traffic Controller in the 1980 movie 'Airplane.'*

Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute.
— George Bernard Shaw

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage.
— Mark Russell

From the Editor:

Charles P. Cozelos – EAA 468052

Be ware the Goat!

Is it just me or are things getting just too busy, and the holiday season hasn't even started yet. Sometimes, I look at what's on my plate of things to do and wonder how it will all get done. The same seems to be the case for several of our members. Before the last meeting a few of us were standing around talking of obligations. Sounds like over the next month half our chapter will be TDY. We have one member who must be a glutton for punishment. As well as not even being in town, he is planning a wedding. Congratulations to Aaron and Julie! God bless you both.

With all this going on, and Thanksgiving this month, as I give thanks for all the blessings in my life, I have to list a few. I'm so thankful for my parents, Teresa, Hannah, great friends, and Moontown. What a wonderful get-a-way from the rat race.

Have a safe and blessed Thanksgiving.

Going Someplace:

If you are planning on going somewhere and have extra seats or if you are looking to find a ride and are willing to split the expenses get the word out here; For example:

Joe Hasaplane	Cessna 172	2 seats	Oshkosh July 25-31	256-123-4567
Bob Needsaride		1	Sun n'fun 3/29-4/3	256-987-6543
Sam Eatinearly	Cessna 150	1 seat	Guntersville Breakfast 12/12	256-192-8374

Members Network:

. If you are a chapter member in good standing, feel free to add one (1) line in this section. You may advertise anything you wish. The intent is that it will be your business, your company, your house, car, plane, hanger or what-

ever. It's free and can run forever; the only limiting factor is one line per member per month. If you see something below that you can use, try them out, you'll be helping another chapter member.

Air Conditioning	Air Comfort Control	256-851-6991
Aircraft Maintenance	Southeastern Aircraft Rebuilders, Inc.	256-852-9781
Pressure Cleaning	ReNew-it	256-682-0251
Aircraft	Jon Moore's aircraft, please contact Will Good	